

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 27, 2011

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: ORDINANCE TO ESTABLISH A DAYTIME PARKING DISTRICT FOR RESIDENTS IN THE BRAC-133 IMPACTED AREA

ISSUE: Consideration of an ordinance (Attachment 1) to establish a Daytime Parking District for residents in the Base Realignment and Closure 133 (BRAC-133) impacted area.

RECOMMENDATION: That City Council introduce the ordinance to establish a Daytime Parking District for residents in the BRAC-133 impacted area, pass it on first reading and schedule it for public hearing, second reading, and final passage on Saturday, May 14.

DISCUSSION: The BRAC-133 move to the Mark Center site in the West End of Alexandria is expected to generate a demand for commuter parking in the residential neighborhoods surrounding the site. Staff has been working with the community to establish a Neighborhood Parking Program that would allow proactive installation of parking restrictions to discourage commuter parking in the BRAC-133 impacted neighborhoods. The BRAC-133 move to the Mark Center will draw 6,400 additional employees to the Mark Center site with the provision of 3,700 onsite parking spaces.

The occupancy of the BRAC-133 site and the limited parking availability located within the site will encourage BRAC-133 commuters to seek overflow parking in the surrounding residential neighborhoods. Availability of unrestricted overflow parking encourages commuters to use single occupancy vehicles, which puts additional volume on local roadways, affects air quality, and increases the difficulty for residents to find parking near their homes. Available parking for BRAC-133 commuters also works counter to the Department of Defense's established goal of achieving a rate of 40% of the workers using non-single occupancy vehicles as their primary mode to commute to the site.

To best protect surrounding neighborhoods, staff recommends the establishment of a Daytime Parking District in the BRAC-133 impacted area as shown on the attached map (Attachment 2). Similar to the existing Overnight Parking District as described in Section 5-8-82 of the City Code (Attachment 3), the Daytime Parking District would require that all vehicles parked in the public right-of-way display a valid City decal, which shows proof of the vehicle's registration in the City. Vehicles without a valid City decal would be required to display a non-resident parking permit. Residents in the Daytime Parking District would be entitled to the same types of non-resident parking permits offered to residents within the existing Residential Permit Parking (RPP) Districts as described in Section 5-8-74 of the City Code (Attachment 4), which include at present: visitor, guest, business, and health care provider permits. These permits would be issued

in the same manner as those issued through the RPP program and would carry the same time limits and restrictions. Staff also recommends the issuance of a single transferable visitor pass to be issued to each residence that can be used for visitor parking. This would allow unexpected visitors to a residence to park on the street during the restricted parking hours. Staff recommends a \$100 replacement fee for a lost or stolen transferable visitor pass. Vehicles in violation of the restrictions would be issued a \$40 parking ticket.

The parking restrictions, where activated, would be in effect Monday through Friday between 8:00 am and 5:00 pm. Once the Daytime Parking District is established, residents may activate the parking restrictions by block face through submission of a petition to the Department of Transportation and Environmental Services (T&ES) showing majority support for the parking restrictions by the residents on that block face. Once the petition has been validated by T&ES staff, signs indicating the parking restrictions will be installed and the restrictions will be activated.

Establishment of the Daytime Parking District would allow residents to activate parking restrictions before or after occurrence of a commuter parking problem. Residents would not be required to activate the parking restrictions at any time. Parking in the BRAC-133 impacted residential area will be monitored and if it is found that the activated Daytime Parking District parking restrictions do not adequately address commuter parking problems, the RPP program can then be pursued by the residents as described in Section 5-8-73 of the City Code (Attachment 5), which requires majority support of each block face by petition, proof of minimum percentages of commuter parking, and purchase of parking permits for residents' vehicles.

The Traffic & Parking Board considered the establishment of a Daytime Parking District to protect the BRAC-133 impacted residential area at the March 28, 2011 meeting and public hearing. Four residents of the West End spoke at the public hearing. One of the residents spoke in favor of the Daytime Parking District, and the other three residents spoke in favor of implementation of a stricter Residential Permit Parking Program. The Board unanimously approved the establishment of the Daytime Parking District for protection of the BRAC-133 impacted residential area.

FISCAL IMPACT: Establishment of a Daytime Parking District will increase the need for signage and enforcement for parking restrictions. The number of signs and amount of parking enforcement is greatly dependent on the number of blocks within the Daytime Parking District that support activation of the parking restrictions. Signs cost approximately \$300 each to produce and install. If all blocks within the Daytime Parking District approve activation of the restrictions, the cost of sign implementation would be \$216,000.

ATTACHMENTS:

1. Ordinance establishing a Daytime Parking District in the BRAC-133 impacted area
2. Map of proposed Daytime Parking District
3. City Code Section 5-8-82 Restricted overnight parking districts.
4. City Code Section 5-8-74 Parking permits; issuance.
5. City Code Section 5-8-73 Designation of permit parking districts; notice of designation.

STAFF:

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